DECLINING TENDENCY IN THE WHEAT MARKET

Increased Pressure to Sell Ow-THE STOCK MARKET OF THE WEEK

ing to Improved Crop

Crop Options, and is Fight-

abers unusually nervous. The exdingly variable state of the market
wed clearly that the large profesmals were manipulating energeticalBearish sentiment was fostered to
great extent by the fine weather
the West, notably in the winterett section, where farmers have
en advantage of the favorable
ditions to complete the harvesting,
threshing of the crop, leading to
belief that the arrivals at country
tions would soon show an import enlargement.

lling was also prompted in a sure by discouraging cables to the that European importers were tried to keep out of the market the time being. The official Prist report also had a depressing burnes, showing better crop conditions there than had been expected. cakness to buoyancy was ascribed in art to reports that black rust had seen discovered in spring-wheat fields. Sale 1007 and 1007

Europe as a Factor.

Many conservative traders who are of the opinion that wheat is now fairly cheap have been somewhat discouraged lately by the comparative Texas, and this, with still slightly theless, although they have been dispappointed by the fact that European importers have bought little new wheat to arrive, they appreciate the fact that Europe has enough of her own old wheat left to meet the more urgent needs, and this supply is augmented by the foreign wheat that has already been bought and is now en route, and also by the deliveries of new native wheat. Hence they firmly believe that the apathy of exporters cannot last long, as they realize that in the near future Europe will be compelled to depend upon us for much larger supplies. That she has not done so ere

MONEY RATES EASIER, REVIVES THE MARKET

(From the New York Evening Post of Saturday.) STOCK EXCHANGE TRANSACTIONS.

| 1907 | 1908 | 1907 | 1908 | 1905 | 1904 | 1903 | 1904 | 1903 | 1904 | 1905 | 1904 | 1905 | 1906 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 | 1907 |

Erie
Erie, 1st pr.
Erie, 2d pr.
Louisville and Nashville,
Missourt Pacific
New York Central
Norfolk and Western orfolk and West 70,000 forth American 73,100 forthern Pacific 73,100 acific Mail 2,590 ennsylvania Raliroad, 67,000 for 100 fo rennsylvania Railroad.
Pressed Steel Car.
Pressed Steel Car, pr...
Reading
Reading 20 pr.
Reading 1st pr.
Republic I and S. | Reading 1st pr. 20 | Republic I and S. 40 | Republic I and S. pr. 50 | Reck Island ... 13,90 | Rock Island pr. 150 | Siess-Sheff. S. and I ... 1,60 | Southern Pacific ... 543,00 | Southern Pacific pr. 26 d 2,90 | South Pacific pr. 600 | Southern Pacific pr. 600 | Southern Pacific pr. 600 | Southern Railroad ... 4,90 | Southern Railroad ... 4,90 | Southern Railroad ... 1,300 | Tennessee Copper ... 300 53 Southern Railroad, pr. 1,300 63, 344, Tennessee Copper 300 38, 1204 Union Pacific 523,700 18, 8342 Union Pacific, pr. 210 83, 334 United States Rubber 2,300 33, 974 U.S. Rubber, 1st pr. 1,528 99, 315 United States Steel, 243,300 374 914 United States Steel, 243,300 374 914 United States Steel, pr. 15,200 100, 2342 Va.-Car. Chemical, 4,900 27, 101 Va.-Car. Chemical, pr. 100 101, 115 Wabash 200 13, 2142 Wabash, pr. 200 13, 215 Wabash, pr. 300 13, 30

THE BOND MARKET OF THE WEEK.

AND SHOT IN FIGURE BIT

AND SHOT IN A WHILE SHOW IN THE ADDRESS AND A SHIPLE BIT

AND SHOT IN A WHILE SHOW IN THE ADDRESS AND A SHIPLE BIT

AND SHOT IN A WHILE SHIPLE BIT SHIPLE

Speculators Not Pleased That Southern Pacific Dividend Would be Only 6 Per Cent.

CONGESTION IN STOCKS

Failure to Subscribe for Manchuria Railroad Loan Leaves Bad Impression.

NEW YORK, July 28 .- Some in rease of interest was manifest in the market for securities last week in over the investment situation was per of the stirring of speculative activity. Opinion over the investment outlook is factors in this field that account for to the special developments in that authorities of these companies has so far departed from precedent as to

far departed from precedent as to throw speculative sentiment into a quandary as to what program of market operations is in prospect.

The explicit avowal of the head of the Harriman system that the Southern Pacific dividend would in no event exceed the 5-per cent. rate, while practically admitting the intention to raise the dividend from the present per cent. rate, dashed speculative enthusiasm, and widespread suspicion was engendered that the recent market movement lacked the supposed auspices of the controlling powers in the pices of the controlling powers in the

Money Easter. What the stock market enjoyed of reviving influence beyond this episode was largely due to the easing of the money market from the usual reflux of funds into bank reserves, following the half-yearly disbursements. The hond market has remained apathetic, and prices have shown no marked improvement. A bad impression was created abroad

A had impression was created abroad by the practical failure of the offerings of the Manchurian Railroad loan, guaranteed by the Japanese government, of which less than half was applied for. The general view was that this was an index of the continued depression of investment demand and unrelieved scarcity of capital. The

Financial.

NATIONAL STATE BANK

OF RICHMOND, VA.

Capital, \$500,000

Surplus, \$300,000

DIRECTORS: Alexander Cameron,
John S. Ellett,
Joseph M. Fourqurean,
J. L. Antrim,

A. R. Ellerson,
Wm. M. Hill,
Horace S. Hawes,

OFFICERS: John S. Ellett, President. Wm. M. Hill, Cashier.
Julien H. Hill, Assistant Cashier.
This Bank offers patrons every modern facility in its Banking. Foreign Exchange and Safe Deposit Departments.
Interest allowed on Savings Deposits.

VIRGINIAN GETS FINE RECOGNITION

Harry C. Coles, of Pittsylvania, Chairman of Porto Rican Commission.

WAS SWANSON'S SECRETARY

Judge Cooley Pays High Tribute to Young Virginian's Ability.



Net. Close, ch. 88 + 2 market was not prevented by some heavy syndicate payments for installable bonds and the American Telephone stock. It is the general conviction that the present case of more on call and for the shorter periods on time is temporary reproduced on time is temporary r

sentiment.

The grain markets were disturbed somewhat by reports of rust damage in spring wheat and the cotton market by reports of drought; little confidence in favorable crop outcome was not materially impaired. The interest in the dispute between North Carolina State authorities and the Federal court over the enforcement of the State passenger fare law was academic, the important phase of that question, from the standpoint of capital, being the course of public opinion on the subject and of judicial opinions on its merits, rather than in possible conflict of authority over enforcement.

AWALTELIJECT

Auction Sales, Future Days.

By J. D. Carneal & Son, Real Estate Auctioneers.

Nos. 602 and 704 West Clay Street

ON TUESDAY, JULY 30, 1907, AT 6 O'CLOCK P. M.

We will offer the above property at public auction. Property on this popular thoroughfare is always occupied by excellent tenants, and it is very seldom any of it can be bought. Both houses have a good frontage and run back to an alley. It will be worth your while to attend this sale, as you can get a good investment or a nice home.

nice home.
TERMS: At sale.
J. D. CARNEAL & SON.
Auctionee

By Charles A. Rose, 6 North Ninth.

AUCTION SALE CENTRALLY LOCATED, DETACHED

No. 616 N. 7th St.

6 P. M. There is a large, well-built brick dwelling, containing twelve or more rooms (all modern) on the lot, which fronts 33 feet by depth of 130. This is a rare opportunity to purchase a splen-did, centrally located home site or investment should appeal to those seek-

TERMS: Liberal and announced at

CHARLES A. ROSE,

AUCTION SALE OF BRICK DWELLING, NO. 703 1-2 NORTH FOURTH STREET.

At the request of the owner, a non-resident, we will sell by auction, on the premises, on TUESDAY, JULY 30, 1907.

AT 6 O'CLOCK P. M., that Excellent Two-Story Brick Dwelling above referred to containing five rooms. This is a good little house, and will pay as an investment.

TERMS: At sale.

Auction Sales, This Day.

High Constable's Sale. I will sell by public auction on MON-DAY, THE 29TH DAY OF JULY, 1997, at 3:30 o'clock P. M., at my wareroom, No. 1206 East Franklin Street, the fol-lowing property to satisfy distress warrants and executions in my hands Bureaus, Wardrobes, Washstands, Car-pets, Rugs, Matting, Curtains, Clocks, Chairs Lounges, Picture, etc. TERMS: Cash. W. H. WYATT, Jr., H. C. C. R.

Floor Fix,

Sanders Bros. Co.,

Incorporated,

Beach Park.

One Hour's Ride.
Amusements for All.
See railroad schedule for trains.
Fifty Cents—Round Trip—Fifty Cents.

Richmond Transfer Co. UNION RAILROAD AND PULLMAN TICKET OFFICE,

819 E. MAIN STREET. We represent all European and Oriental steamship lines.

Steamvoats.

Jirginia Navigation Co.'s JAMES RIVER DAY LINE To Jamestown Exposition. To Jamestown Exposition.

STEAMER POCAHONTAS LEAVES FROM OLD DOMINION WHARF MONDAY, WEDNESDAY AND FRIDAY, STEAMER HAMPNESDAY AND FRIDAY, STEAMER HAMPNESDAY AND FRIDAY, STEAMER HAMPTON ROADS TUESDAY, THURSDAY AND
TON ROADS TON TON TON TON THE TON

Merchants & Miners' Trans. Co.

Morfolk is Boston, Mass.,

Norfolk is Boston, Mass.,

Providence, R. I., and Savannah, Ga.,

Bleamers leave Norfolk for Boston Tuesday, Wednesday, Friday and Sunday, For
Providence Monday, Thursday and Saturday
at 8 P. M. Passengers and freight taken
for all New England points. Tickets ou
for all New England points. Tickets ou
sale at C. and O. Ry. N. and W. Ry. Offices, and No. 808/and 819 East Main.

E. C. LOHR, Agt., Norfolk, Va.

Railroads.

Southern, Railway

TRAINS LEAVE RICHMOND.

N. B.—Pollowing schedule figures pubsished only as infilimation, and are not guaranteed.

7.100 A. M.—Daily—Local for Charlotte, connecting at flogsyllie for Chase City and Clarksvilli mitted — Burfet Pullman to Alianti and Birmingham, New Orleans, Memilais, Chattanogae, and ather Bouth Through coach for Charlette, City, Dxford, Durham and Charlette, City, Dxford, Durham and Charlette, Spinday—Kaysville Local, 11:20 P. M.—Daily—Limited Pullman ready 9:30 P. M.—Ex. Spinday—Kaysville Local, 11:20 P. M.—Bx, Suglay—Limited—To Wess Point—Connecding for Baltimore, 2:15 P. M.—Ex. Suglays.

4:150 P. M.—Ex. Suglays.

4:151 P. M.—Ex. Suglays.

4:152 P. M.—Ex. Suglays.

4:153 P. M.—Ex. Suglays.

4:154 A. M.—Ex. Suglays.

4:155 P. M.—Ex. Suglays.

Point.
TRAINS ARR VE RICHMOND.
6:55 A. M., 8:40 P. I.—From all the South,
4:10 P. M.—From diarlote, Raleigh, Duraham, Chase Cife, and local stations.
8:40 A. M.—From Beysville—Local.
9:20 A. M.—From Baltimore and West
Point.
10:45 A. M., 5:15 P. M.—Local from West
Point.

820 E. Main Street, Richmond, Va.

Chesapeake & Ohio Railway TRAINS LEAVE RICHMOND, MAIN
STREET STATION, EASTBOUND.
6:00 A.M. Fast daily trains to Newport
6:00 T.M. News, Did Point, Norfolk and
6:00 T.M. (Seposition, All trains carry
Pullinghy or Parlor cars. 7:00 A. M. | Daily Locals to Newport 5:00 P. M. | News.

WESTBOUND—MAIN LINE.

10:00 A. M.—Dally,—Charteston, Columbus and Tq bdo. Pullman Sleeper to Tole, he via Gauley and Ohio Central Line.

2:00 P. M. Daily. Louisville, Cincin-nati, Chicago and St. Louis. Through Pullman sleepers. 11:00 P. M. (Througa Fullman Scopes,
7:25 A. M.—Week Days—Clifton Forge,
Daily—Charlottesville,
5:15 P. M.—Week Days—Local to Orange,
JAMES RIVER LINE,
JAME

JAMES RIVER LINE.

10:20 A. M.—Daily—Lynchburg, Lexington,
Va., and Clifton Forge,

5:15 P. M.—Week Days—To Lynchburg,
Sleeper Natural Bridge, and
Clifton Forge.

TRAINS ARRIVE RICHMOND.

From the East—9:10 A. M., 9:20 A. M., 11:45 A. M., 7:00 P. M., 8:00 P. M., 10:34 P. M.
Main Line West—5:30 A. M., 7:30 A. M.,
*8:30 A. M., 4:15 P. M., 7:45 P. M.
James River Line—*8:40 A. M., 7:30 P. M.,
*Daily except Sunday.

ON THESDAY, JULY THE SOTH, AT R., F. & P. RICHMOND REDERICKSBURG R. P. POTOMAC R. R. TRAINS LEAVE RICHMOND-NORTH

WARD.
6:15 A. M.—Dally—Byrd St. Through.
7:09 A. M.—Dally—Main St. Through.
7:29 A. M.—Week Days—Elba. Ashland.
8:40 A. M.—Dally—Byrd St. Through.

8:40 A. M.—Dally—Byrd St, Through,
Local stops,
11:40 A. M.—Week Drys—Elba, Ashland
Accommodation,
12:01 Noon—Week Days—Byrd St, Through,
4:00 P. M.—Week Days—Byrd St, Washdingten Accommodation,
5:45 P. M.—Sunday culy—Elba, Washington Accommodation,
6:30 P. M.—Week Lays—Elba, Ashland,
Accommodation,
6:45 P. M.—Dally—Myln St, Through,
8:20 P. M.—Dally—Hyrd St, Through,
8:20 P. M.—Dally—Hyrd St, Through,
8:20 P. M.—Dally—Hyrd St, Through,
8:21 P. M.—Dally—Hyrd St, Through,
8:22 P. M.—Dally—Hyrd St, Through,
8:23 P. M.—Dally—Hyrd St, Through,
8:24 P. M.—Dally—Hyrd St, Through,
8:25 P. M.—Dally—Hyrd St, Through,
8:26 P. M.—Dally—Hyrd St, Through,
8:27 P. M.—Dally—Hyrd St, Through,
8:28 P. M.—Dally—Hyrd St, Through,
8:29 P. M.—Dally—Hyrd St, Through,
8:29 P. M.—Dally—Hyrd St, MICHMOND—SOUTH—

644 P. M.—Daily—Mind St. Through.

5120 P. M.—Daily—Hyrd St. Through.

6130 A. M.—Week Duys—Elba. Ashland Accommodation.

750 A. M.—Week Duys—Elba. Ashland Accommodation.

750 A. M.—Week Duys—Elba. Washland Accommodation.

10:35 A. M.—Sunday c.dy—Elba. Washland Accommodation.

10:40 A. M.—Week Duys—Elba. Ashland Accommodation.

12:30 P. M.—Daily—Main St. Through.

2:45 P. M.—Daily—Min St. Through.

2:46 P. M.—Week Duys—Elba. Ashland Accommodation.

7:50 P. M.—Week Duys—Elba. Ashland Accommodation.

2:50 P. M.—Daily—Byrd St. Through.

3:51 D. M.—Daily—Byrd St. Through.

8:51 P. M.—Daily—St. Through.

8:51 P. M.—Daily—St. St. Through.

on all above trains, Sipept west.

All trains to and free Byrd Street Station stop at Elba.

Time of arrivals and departures and connections not guaranteef).

C. W. CULP,

W. P. TAYLOR,

Gen'l Supt.

Traf. Mgr.

N&W Norfalk&Western

ONLY ALI, RAIL LINE TO NORFOLK, Leave Byrd Street British, Richmond. In Effect July 14, 1997. FOR NORFOLK: 7:15 P. M. daily; 6:06 A. M., 9:00 A. M. and 3:00 P. M. Ex. Sun.; 8:10 A. M. and 7:00 P. M. Sun. only.

ATLANTIC COAST LINE *3:00 P. M. and 6:00 P. M.

For N. and W. Ry. West: **8:10 and *9:04 A. M. 12:10 and 9:00 P. M.

For Petersburg: *5:00 and *9:00 A. M. 12:10 *3:00, *3:28 P. M. 6:00, 9:00 P. M.,

7:25 and 11:30 P. M.

For Goldsboro and Fayettesville: *3:28 P. M.

P. M. Trains arrive Richmond daily: 6:25, 7:40 A. M. *8:35, **10:46 and **11:40 A. M. *127, 2:66, 6:50 8:50 and 10:40 P. M. *Except Sunday, **Sunday only. Time of arrivals and departures and constants. C. S. CAMPBELL, D. P. A. Seaboard Air Line Railway

SOUTBOUND TRAINS SCHEDULED LEAVE RICHMOND DAILY. LEAVE RICHMOND DAILY.

9:35 A. M.—Local to Norlina, Raleigh,
Charlotte, Wilmington. 12:30 P. M.—Sleepers and coaches, Atlanta, Birmingham, Savannah, Jacksonville and Florida points

9:25 P. M.—Sleepers and coaches, Atlanta,
Birmingham, Memphis, Savannah, Jacksonville and Southwest.

NORTHBOUND TRAINS SCHEDULED TO
ARRIVE RICHMOND DAILY.

6:50 A. M., 6:35 P. M., 7:95 P. M.

Richmond and Petersburg

STEAMSHIP CO.

Night Line for Norfolk

Leave Richmond every evening (foot Ash Newet) at 7 P. M., stopping at Newport News en route. Fare \$2.50 one way; \$4.50 round trip, including stateroom berth; meals extra. Street cars to steamer's wharf.

FOR NEW YORK

Clyde Steamship Co.

PHILADELPHIA.

RICHMOND AND NORFOLK LINE.

Preight received and delivered daily at C. & O. Ry. Co.'s Depot, Seventeenth and Broad Streets. H. K. WOODFIN, Soliciting Agent, Clyde Line Wharf. 'Phone 510, Main Line Ships sailing 8 P. M. Tickete 208 E. Main St., Richmond Transfer Co., 518, Agent, Clyde Line Wharf. 'Phone 510, Main St., The Jeffgron, Murphy's Hotel.